The Bank Fallures\_The Excitement in the

The Bank F anisated City.

Testerday was a marked day in Cincinnati. The excitement, though not misy or boisterous, was intense and side-spread. About nine o'clock the rumor circulated over the city that the banking house of Ellis & Sturg s had stopped payment, and that Mr. Ellis, the senior partner of the firm, was dead—baving died of an apoptectic fit. These reports caused great commotion, and a general run upon the banks by depositors was anticipated. It was afterwards accretained that Mr. Ellis was not dead, but that he was in an extremely critical condition. During the forenoon a most melancholy report seathed us from Covington, on the Kentucky side of the river. Of the suicide of Mr. Frederick G. Gedge, one of the most respectable citizens of the place, and a director in the Covington and Lexing ton Railroad. It was said that he had become deeply involved by putting his name to certain boads and other securities, which would bankupt him. Buch were the general reports concerning Mr. Gedge, current during the day, and we presume they are substantially correct. It is supposed that, saddened by his ill-fortune, he resolved that it were better to die, and placing his nack on the rails when the engine was about to start, the immense machine passed over his neck and completely severed his head from his body. In this condition he was found; his arms were also severed from the main trunk. Mr. Gedge was highly respected, and several Kentucky gentemen, his friends and englishers, reprosect him as having been a man of unquestionable honor and integrity.

While these reports were in circulation, a run was made upon the Citizens' Bank, on Main street, which is owned by Smead, Collord & Hughes, and Ishe mad agers, upon a view of the case, concluded that the wises, policy for them and their depositors was to suspend at once. Their determination was made known by the publication of the following placari. "Citizens' Bank."

While these reports were in circulation, a run was made upon the citizen his mental policy in the re

1 mil 100 mil	Assets.		
Bills and Notes	Discounted	\$1.343.575	21
Teal Estate		46 393	25
Cash		39,882 64,493	
Total		\$1,494,343	67
W. Smead, Wm.	Private Property.		

Excess of Assets. \$575,412 94

SMEAD, COLLORD & HUGHES.

CINCINNATI, Nov. 8, 1854.

These statements were printed in considerable numbers and distributed around the city.

The banking bouse of Messrs. Ellis & Sturges was not opened during the day, although a la ge number of persons remained near it until long after bank abours. On the building the following statement was posted:—

"This bank cannot be opened to day. Mr. Ellis is very low with congestion of the brain.

Assets considered good. \$1,400,000

Lia blities estimated at. 1,000,000

The blities estimated at. 1,000,000

Lia blities estimate

eight millions below an average—and the prevailing pressure cannot affect them seriously; and now that the "assorting" business has been supplied, we may look for an influx of a better class of currency than that with which we have been supplied for same time past.

that with which we have been supplied for same time past.

It is a fact very well known, that the best banks in the West, including the Farmers' Bank, Northern Bank. Southern Bank of Kentucky, and State Banks of Ohio and Indiana, have for three or four months been steadily contracting their circulation. Under these circumstances, therefore, the failure of the banks we have mentioned need not be apprehended. The effice of John S. Dye was closed to day. The notes of the Merchatta' Exchange Campany, of Memphis, being in the form of a check on the "Banking House" of Dye, have again made their apprearance. These are the same notes for the circulation of which Dye was once prosecuted. A leading grocery merchant received a package from a customer in Indiana, who said it was paid to him by a State stock bank a Logansport.

The following letters were sent by our Havana correspondents in the Jewess, which was stranded on Brigantire Beach, near Atlantic City, and totally wtecked. They arrived here by the Philadelphia mail. The mails of the Jewess were all saved.

OUR HAVANA CORRESPONDENCE.

HAVANA, Nov. 3, 1854.

Suspension of the Law for the Marriage of Whites and Blacks—Suspension of the Railread between Macagua and Villa Clara—The Jewess—Passengers to Cyba Required to have tertificates from Spanish Consuls—Pro-posed Plan by which Steamers May be Allowed to En-ter the Port of Havana After Dark—Re-Organization of Police-Overcrowded State of the Cahawba-Markets -Health of the Island.
Our premature rejoicing over the fall of Sebasto-

pel, and the glory of the allied arms, will serve for the intelligence we are to have by the next HERALDS. It is rather distressing to see the long drawn phizes of dignity which every now and then pass us, with the stereotype declaration, "that really there was nothing new by the last mails"—forgetting even the remains of the illustrious Englishman, Sir John Franklin, who cannot be named without a thrill of emotion, and whose labors and fate will embrace the reflection of the intelligence of the world. Perhaps we reflection of the intelligence of the world. Perhaps we shall become accustomed to the winding up of stock interests in London, and the jobbers on the Continent, before the Russian bear "lays down in peace"—conquered and docile, under the shade of the filly, toying with the "lion's" paw. I am so presumptuous as to think so, although terms honorable to all may be induced by the present operations in the Crimea. If not, there is a sad story to be written, that will embrace the industry of the two rival powers, though brothers in the present field—and give new character to two, if not more, of the dynasties that now hold the fate of nations upon their lips.

ers, though brothers in the present field—and give for new character to two, if not more, of the dynasties that now hold the fate of nations upon their lips.

From an allusion in the Diario de la Marina, of issue 29thult., and extract from the gazette of the government of the previous day, we infer that the law for the solemulzation of matrimay between white and black, surreptitiously instituted by Gen. Peznela, is, or will be, suspended. The words are—"We understand that the government of her Majesty have adopted a resolution upon the grave matter of matrimory between white and colored persons. If our information is correct, compliance with the last and recent disposition upon the subject, is suspended, establishing these things in the condition had previous to said novelty."

The enterprise for a rallroad communication between Macagua and Villa Clara, conceed to Urbano Feijoo de Sokomayor, apparently more for his individual advantage than the public good, has been suspended by order of Gen. Cononce, and that individual directed to refund the heavy advance made to him under the late administration. A strange feature in this enterprise, which is associated with contemplated emigration from Galicia, is found in the want and utter disregard of connections with other communications of the same class with which the general agricultural industry is associated, and upon which it is dependent formarket transit—no specifications, plasso com races, have been concluded to such connections, negessery for the safer predication of public or private funds. The enterprise is suspended until three important interests are embraced, so that the whole outlay may not be sacrificed to the prejudice of the community and for the benefit of one person.

In association with our commercial interests, another suspension has obtained by order of Gen. Concha—the "Pexcels Exchange" of the shape is not be left open for the schange of air, health and ornament, and the came of the shape is the way of the water for its sale, or for puch case of

HAVANA, Nov. 3, 1854.

HAVANA, Nov. 3, 1854.

A Passenger in Trouble for Not Having His Passport Certifich—Overcroxeded State of the Cahawba—Oreat Robbery—Reorganization of the Police Porce—The Emaneipades to be Consigned to the Beneficius, dc.

The departure of the steamahip Jewess this afterneon, for New York, enables me to have the pleasure of writing to you at an earlier period in this month than I had anticipated, previous to her arrival, to have had an opportunity of doing.

Two passengers arrived by the Jewess, one an American citizen with only a passenger from Work.

Two passengers arrived by the Jewes, one an American citizen with only a passport from Washington, the other a citizen of Hamburg, without any passport at all, and, had they landed with the other passengers, they would have subjected themselves and the ship to heavy fines. They remained on board. Upon application, however, of the Hamburg Consul, the fines to which the citizen of that free city and the ship would have been liable in respect to him, were remitted; whilst the acting Consul of the United States declining to apply to the Captain General on behalf of the American citizen, (assigning as a reason, that the American Consulate was required to make almost daily applications to the Captain General upon subjects connected with citizens of the United States, whilst the Hamburg Consul was not required to do so, perhaps, once in

Consul was not required to do so, perhaps, once in a month.) the citizen of the United States, whose name is Brodie, returns to New York in the Jewess. If the statement made by Mr. Brodie be correct, that the notary public, Mr. Nones, of New York, who procured the passport from Washington, stated that it was all that was required, without being cused by the Spanish Consul in New York, then I should suppose Mr. Brodie has just cause of compellent against Mr. Nones, who ought to be compelled to make some restitution to Mr. Brodie for the injury he has sus tained in not being permitted to land here.

Writing of the Jewess reminds me that an acquaintance of mine who came passenger in the Cabawba, on her last trip from New York, complairs very hitterly of the overcrowding that ship with passengers, she having had 236 on board, besides numerous servants and children, whilst there were chip regular berths for about 160 passengers. Whilst my acquaintance is desi: ous of attributing all praise to Capatain Schufeldt for his constant exertions for the comfort of his passengers, by erecting temporary berths, &c., &c., yet he easys (and he is an old voyage) that he never made so comfortless a passage. It is a pity the agents of this fine steamship should suffr her to be overcrowded with passengers, because such a course can only eventually tend to the injury of the interest of the alip.

You will remember I wrote you in a recent letter of the ordering of two Spanish officers from the fortree collect the Cabanas, the charge against him I understand to be the having sold as slaves, 50 negroes who were emancipados.

An old gentleman of this city, named Count Pedrose, who is bedridden by paralysis, and blind into the bargain, has been robbed within a few days of \$15,000. He kept the key of his iron chest, and the key of the room and the lron chest was deposited beneath his pillow, where they were both found. Both the room and the processed of the commissaries of the passenger of the swent, slightly condensed, from the Gaceta of

tamiento, out of the single tax which it imposes.
The following is a list of appointments made with
the smount of the pay of each: 

	on the shortest possible time. We have closed the doors of the banking house, and shall, on the arrival	necessary. Persons arriving in the steamers, and bourd to New Orleans or other places by the	Capt. O. Fernándo Altet, Aid	to
	of Mr. Sturges from New York, make a full and complete statement of the affairs of the house. I	same conveyance, or other in connection, are per- mitted to go on shore, for which they pay one dol-	"Francisco Betes, do	da
	beg the public to be indulgent for a few days, and I assure them that nothing shall be kept from them.	lar, which is devoted, as "passenger money" is in the United States, if not to hospital purposes, to a	Surgeon 50	an
	Respectfully, Rowland Ellis, Jr."  To show how strange and improbable stories will,	charity that embraces, when necessary, the suffering and unfortunate of all nations that by casualty are	First Section of the Government Police :-	la
	on occasion of panic or excitement, find their way	thrown among us.  The "Know Nothing" sombreros make considera-	Six Commissaries, each \$150	to
	two colock we were told by several gentlemen that	ble spread among our fashionable boys on the pla-	37 Safeguards, each \$1003700 \$5420	W
	a despatch had been received from New York, an- mounting the death of Mr. Sturges. We made an	zas and promenades, almost rivalling the inverted canoes which "be-he d" our reverend and most holy	Officers—One Police Secretary	
	parties want of truth. We are glad to state that	clergy, not, perhaps, indicative of the sense of the wearers, but, "like charity," covering a multitude	First official 85	-
	an the city in a few days.	of "infirmity." The acting consul of the United States, Col. Wm.	Second officials	2
	Sturges is the banking house of T. S. Goodman &	H. Robertson, is bringing to the attention of the Captain General a plan by which steamers of the	One second official, to second chief 30	-
	Co., on which a run was commenced at nine o'clock.  The living stream poured in until twelve o'clock,	United States, and other countries, bringing mails	Expenses for the first chief	1010
	when the doors were closed and payment was sus-	and passengers, may be permitted to enter port at night, so that vessels arriving after sunset will not be compelled to remain outside of the Moro in bad	Expenses for the second do	
	building, in the following words:—"All notes paya- ble here this day will be found at Groesbeck &	weather, at great risk as well as to the discomfort of passengers, but go directly to their usual anchor-	Expenses for the warden, Casa Blauca 20 — 1,234	1
	Co.'s." Subsequently the following statement was	age:-having on board a night guard, to prevent	Five brigadiers, mounted, each \$45\$225	
	T. S. GOODMAN & Co.'s BANKING HOUSE,	communication with the shore until the accustomed visits are made. This will save the steamers an ex-	Ten safeguards, first class, " 35	11
	The undersigned find it necessary, in consequence	penditure of from one hundred to one hundred and fifty dollars each night so avoided, and enable them	One brigadier, mounted\$60\$60	WA
	of the excited state of the public in regard to financial matters to suspend for the present. They	to serew up, pack, repair, and attend to any other necessary engine and ship service, for early depar-	Five safeguards, first class each 50 250 Twenty do, second class 45 900	Hi
	beg to insure their depositors of their entire sol- vency, and that no person shall lose either principal	ture the following day. It is presumed that the ex- ceeding good common sense of General Concha.	Cone trumpeter	Th
	The banking house of John B. Morion & Co., on	with his desire to extend the facilities for foreign in- tercourse, cspc cially with the United States, will	Furniture for same 50 1,570	Isl Shoof
	Third street, also suspended payment, making, in the aggregate, four private bank suspensions in	induce immediate attention to the proposition, with favorable consideration. For this, and saveral other	Watchmen of the Havana— Six Cabos wardens, at \$45 each	of
	one day.	interests embraced in the enlightened views of Mr.	300 watchmen, at 30 each	shi ed
	These, we believe, are the material facts con- decided with the monetary affairs of yesterday in Cincinnati. Or comment there was much said by	Robertson, the commercial community here, as well as abroad, will be under many obligations.	<u>- 7,248</u>	& C She
	different parties some in condemnat: , others in	The reorganization of our municipal police de- partments, embracing the guards for day ser-	Total	ton
	just fication, under the circumstances. Among	vice, and the watchmen for night duty, is about assuming form and shape under mili-	Do you not think the Havana police ought to be extremely efficient? It ought to be, but will it?	DI
	community, and would lead to a better state of the	tary control and subjection. The cost for officials, secretaries, rents, stationers, and supordinates of	Nous verrons, as the lamented Father Ritchie used	Ne
	we presume that the immediate failure of these	all classes is estimated at \$261,936 per annum—to in-	The railway commenced from Macagua to Villa	B
1	banks will be to embarrass many of the depositors who are doing an active business, finding, as they	and O sa Blanca which, if seemed by capitation,	Clara is not to be proceeded with, the large amount required to complete it being greater than the	Gas
	do, their available means placed in a position where	and C sa Blanca—which, if seemed by capitation, would be very nearly one dollar and twenty-five cents for every in abitant of all age; an i colors.	The various bereficencias are bereafter to receive	Am Pui
	chey cannot reach them. We know of several gen- clemen who had from five to ten thousand dollars	The steamer Can who arrived nearly two days in advance of her time, on the 30th; advertised to leave this for New Orleans on the 1st of November.	consignments of the emancipados, and they are to be permitted to assign to other parties any excess	Pur gua Bot C
	ou deposit, which they want to use immediately to meet the payments of notes falling due, and which	Such speed defeats the plans of those who calculate	in numbers not required for their own service. The parties to whom such emancipados are assigned are	ers NY
	of the parties to provide, on the movement for a	letter was ready for her. The passengerspacked	to pay the stipulated price for each class to the beneficencias, who are not to be required to pay	Ga:
	office of the this we do not enceshed any or	in tiers to suit the owners of the enterprise were glad to have their period of furnace trial and roast-	anything for the emancipados consigned to them.  Peter Hicks, the New York correspondent of the	HER
	It is generally horied that the hanks will be able	ing shortened, and to catch a breath of sweet air among the palm groves of Cuba. Many bitter com-	Diario de la Marina, must rest content for a brief season. I have not time to attend to him th's morn-	Lov Bri
	to meet their liabilities, though the depositors will have to extraise patience and a wait some little time before they get ther hands upon their cash.	plaints I have heard of the imposition practised by the agents in New York, in taking cabin passengers	ing. However, he will not spoil by keeping.	
	before they get ther hands upon their cash.	at the highest rates, for whom they had no cabin accommodation, and no adequate cabin or table	P. SMr. Brodle, the gentleman of whom I	Isla
	The city reporter of the same paper says:— Mesers. Hatch & Langdon, of the Central Bank, were the trop, but they paid all the demands	attendance for passengers to obtain the slightest stiention from stewards (one chambermaid for	bave spoken as passenger in the Jewess, was allowed to come ashore under promise of paying a fine.	und ove
	promintly, and their creditors bavit a become satis-	three hundred people) and waiters, had to submit to extortions, at their will, or suffer in want. These	City Intelligence.	deg
	ded of the ability of the bank to discharge all its disbilities, the excitement subsided before 3 o'clock.	things should be known to the proprietors and	THE WET WEATHER CONTINUED.—"Brevity is the soul of wit." If this is so, we intend to be very witty in this	leal the
	With reference to the currency, there is a more settled feeling. The notes of the Cliaton Bank of	directors, for they are working injury to their in- terests, and the good reputation of their boats.	article. It rained all day yesterday, with no prospects	Boi
	Countries are redeemed, and all Ohio banks, with	purser, as doing all in their power to alleviate the	of letting up at midnight. Article to be concluded when the weather changes.	ult Htt
	ceived by the Trust Company, and of the branches	condition of the crowd; but they could not, with all their kindress, (2) arge the boat or increase the num-	Balloon Ascension —Mr. Eugene Godard, accompanied by Henri Poissonirier, Esq., made a very successful	H
	of the Brate Dank of the banks is considered	ber of atta-uants.	pronautic excursion on Friday evening last. They as-	N
	grod. Various rumors were affoat to-day with rele- grod to bank failures, all of which, without excep-	auce, save that the disposition to decline in provi- sions continues. Lumber—Eastern net so much in	cended from the Hippodrome at half-past four o'clock, and, having crossed the Hudson river three times,	See Co.
	tion, were utterly connected.  We stated in our report of last evening that the	demand: how shooks looking still for higher figures.	and, having crossed the futures past five o'clock, in Yorktown, Westchester county, N. Y., seven miles beyond Peekskill, on the farm of D. W. Knapp, near the premises of Henry W. Hart, from both of which geatle-	1
	motes of the Miami Valley Bank of Dayton were not	Exchanges nominal at last rates. Freights more down, and not so easily found. Health throughout	premises of Henry W. Hart, from both of which gentle-	Bri
	ar taken by the ITrust Company. The old estab	the island good. Planters' prospects ditto. The commercial reports and full files, as ordered by my predecessor of the quill, will be found herewith.	men they received every attention. Mr. Godard de- nearlies the verge as being a very delightful can; the views on route could not be surpassed for beauty and	NI
	and beaks of the West are in a good condition.	my predecessor of the quill, will be found herewith.	tyariety of scenery.	Jo Ge
			NET STEEL ST	
			A STATE OF THE STA	

One of the oldest of the Irish representative peers, Henry Prittie, (Baron Dunalley,) died on Thursday, the 19th of October, at the family mansion, Kilboy, near Nenagh, in the county of Tipperary. The Nenagh Guardian says:—His lordship had been in a declining state of health for some time past, caused by a tumor on the neck. Latterly it had assumed a very dangerous aspect, baffling ali the skill of the noble lerd's domestic physician, Dr. Kittsen, of this town, at whose suggestion Sir Phillin Crampton was summoned to Kilboy. The aspect, baffling all the skill of the noble lerd's domestic physician, Dr. Kittsen, of this town, at whose suggestion Sir Philip Crampton was summoned to Kilboy. The Surgeon General accordingly arrived; but he found that medical aid could not avail, as the hour of dissolution was fast approaching. In this opinion he was but too well fortified, for on Thursday last Lord Dunalley, without either struggle or sigh, "yielded up his spirit to the God who gave it," in a good old are, having passed the "three score and ten," the time allotted to man—being in the 79th year of his age. His lordship was born on the 5th of March, 1775, and married, in 1802, Marie, daughter of Iominick Trant, Esq., of Dunkettle, county Cork, who died in 1819. He subsequently, on the 16th of February, 1826, married the Hon. Emily Maude, twelfth daughter of Cornwallis, first Viscount Hawarden, whom he now leaves to mourn the loss of an affectionate and loving consort. As a landlord and a benefactor of the poor, he was considerate and indulgent, and charitable. During the famine years, when the loss of the potato crop pauperised so many farmers, Lord Dunally, with that generous and philanthropic spirit which characterized his every action, frankly forgave the tenants on his estates all the arrears which the pressure of the times left them unable to meet. Lord Dunally having died without issue, is succeeded in his title and estates by his nephew, Henry Prittie, Esq., of Corville, Roserea.

Hon. Janks W. Stork, formerly a representative in Congress from the Fifth district of Kentucky, died at his father's residence in Kentucky, on the 13th ultimo, at the early age of forty-one.

\*\*Marine Affairs.\*\*

father's residence in Kentucky, on the 13th ultimo, at the early age of forty-one.

Marine Affairs.

Steam Between Livercoll and Philladelphia Steamship Company have made arrangements whereby the regular sailings of their line will soon be completed, which have for a time been disturbed, owing to the stranding of their fine new steamer City of Philadelphia on the coast of Newfoundland. They have completed a purchase from the Australasian Pacific Steam Company of their steamship Kangaroo, of 1,874 tens burthen and 300 horse power, which is now in the Black Sea, but is ordered home, and expected to be on the station in about six weeks. Their new steamship City of Baltimore, of 2,500 tons burden and 500 horse power. (baving five feet longer keel than the celebrated Himainya), is to be launched in December, and to be ready for work in the month of March next. They have also completed a contract for a new steamer, to be called the City of Washington, of 2,700 tons new measurement and 450 horse power, to be ready in June next. She will be built, as the other vessels of the company have been, by the well known builders, Tod & M'Gregor, of Glasgow, and are all of iron. The floating of the City of Philadelphia for more than two hours, with a hole of about four feet square in her side, and on to a good beach where every soul was safely landed; and also the floating of the extent of iron vessels, if they have really strong watertight bulkheads.—London Paper.

testimony to the safety of iron vessels, if they have really strong watertight bulkheads.—London Paper.

Court of Common Pleas—Special Term.

Before Judge Ingraham.

PRACTICE UNDER THE CODE.

Drake vs. Cockeroft.—Ingraham, F. J.—I. We have repeatedly held that a mere denial that the plaintiff is entitled to the money demanded in the complaint is bad. Such a denial does not take issue upon any fact alleged by the plaintiff, but upon the conclusion to be drawn from those facts. Instead of denying the allegations of renting, of the rent being due, &c., the answer, by its silence, admit them, and the admission establishes the defendant's liability. His denial of the mere conclusions of law upon the facts is not good in an answer.

2. The second defence in the answer is that the plaintiff had rented to the defendant another building adjoining the one for which the rent was claimed, and had entered upon such adjoining building and committed a trespass on personal property of the defendant, for which he asks damages by way of counter claim. There is no provision in the code which admits of such defence. The matter set up by the defendant did not arise out of the contract under which the plaintiff complains—nor is it a matter arising at all on contract. These are the only defences that can be made by way of counter-claim, vis.—I. Where the cause of action arises out of the contract set forth by plaintiff. 2. Where it arises in interest. The matter set up by the defendant is a pure trespass upon the defendant's personal property, without any connection with a contract of any kind. 3. There is nothing to show that it is necessary that the third defence should be made more specific. If it was necessary, the plaintiff should have shown such necessity to exist by affidavit. Unless the plaintiff shows the amendment to be necessary, he is not entitled to have the same amended. The motion to strike out the first and second defences is granted, and the residue denied, cost to abide event.

Miller & Crome vs. Ealle & Meyer.—INGR

Ship Galens, Dennis, New Orleans, 17 days, with mass, to W Nolson & Son.
Bark Ross (Br.) Silverwood, Hull, 49 days, with soal and 25 passengers, to Barclay & Livingston.
Bark F S Casanova, Woldens

Ship Caroline, 116 days from Callao.

Bark Roanack, from—

Wind at sunrise, NE; meridian, do; sunset, ESE.

Ship Mayflower was sold by auction at San Francisco 12th tit, for \$6000, cash.

LAUNCHEE—At Damariscotta 4th inst, by James Wood-ward, Esq, a ship of 1000 tone; 7th inst, by Messre William Hitchcock A Co, a ship of 1000 tone. Same day, by Messre Metcalf & Norris, a ship of 1200 tone, called the Emeridant Thaster, built for the cotton trade, and owned by Messre John H Jarvis & Brothers.

Messre Fernaid & Pettigrew were to launch at Badger's Island, this afternoon, a ship of 1200 tons not yet named. She is owned by Messre Samuel Sheafe, and Geo W Haven, of Pertsmouth.

At Reckland 4th inst, by Mr Sanford Starrett, a superior ship of 1268 tons, called the Charles A Farwell. She is owned by Messre Samuel Sheafe, and Geo W Haven, of Pertsmouth.

At Reckland 4th inst, by Mr Sanford Starrett, a superior ship of 1268 tons, called the Charles A Farwell, Joseph Farwell, and Capt John Crocker. At Parwell, Joseph Farwell, and Capt John Crocker. At Gothinat, by Messre Sharratt & Havner, a brig of 262 dtons, called the Sarah E Dis. She is owned by Messre & Crockett, J J Perry and Starratt & Havner, a brig of 262 dtons, called the Sarah E Dis. She is owned by Messre & Crockett, J J Perry and Starratt & Havner, of Reckland; J M D McRae & Co, Wilmington, NC, and Samuel Duncan, of New York She is to be commanded by Capt John H Cables

\*\*Telegraphic Marine Report.\*\*

BOSTON, Nov 12—Arr ship "Mate", Cadix; bark John Gardner, Calcutta.

Herald Marine Correspondence.

PIHLADELPHIA—Arr Nov 13, 4 PM, steamship Osprey, Ames, Boston, 30 hours; brigs Lucy Attwood, Chase, do; Pursuit (Br), Tedford, Yarmouth, NS; Vielet, Sermey, Inaua; care; thas A Greiner, Marts, Boston; Jacob Raymond, Boorne, Nantucket.

Cid ship Morning Light, Johnston, San Francisco; ateamers City of New York, Matthews, Beston; Kennebee, Copes, and Nanderson, Henderson, Norleans; Bradore, Genoa vis Barrier, Chart, Bergiard, Bartery, do; Hannah S, Haines, Bridgepo

Boston.

SHIP DANIEL WENETER, at Boston from Liverpoid, on 23d ult, had a beavy gale from the westward, which lasted with little intermission for six days, with thender and sharp limitating, and with tremendous equalts of hall and rain. Find been of Cape Cod since 7th, and had a heavy gale from NW.

NW.

BIR BARK TRITON, before reported abandened at sea 11th rule, sid from Glasgew Aug 31 for Boston, and had a cargo of 300 tons pig iron and 30 tons coal to Meass Curtis, Bouve & Co.

BRIC COREY, of Beston (before reported), was the vessel passed by the Reveille, 7th bit, of which only "COM," the first three letters of her name, were only visible.

Whalemen.

Art at Payta Oct I Goo & Suran (not Coo Hadson, Jenke, NR, 600 sp; 17th, Pere, Starbuck, Namt, 600 sp this season; John Parker, Takes, de 250 do; Gazelle, Upham, do 500 do; Gazelle, Upham, do 500 do.

New Zealand season.

Arr at Valparaise Sept 27, D M Hall, Pratt, from Talcahuan, 50 bbis oil (and remained in port 29th).

Touched at Cape St Lucas abt Sept-26, Hydaspe, NB; had taken 30 bbis the last cruise.

bbls.

Sept 28, lat 34 32 N, lon 130, Arab, Copeland, FH, on a cruise; oil not stated. Capt C spoke Aug 1, in Behring's Straits, Wm Thompson, NB 3 whales this season; 3t George, do 5 whales; Majestic, do 2 whs; Carolline, do 2 whs; Valparaise, do 1 do; Roman, do 2 do; John, do no cill James Andrews, do do; Montpelier, do de; Harvest, FH, do; Wm Roach; do do; Zenas Coffin, Nant, 1 wh; Vineyard, of Edgartown, 1 do; Christopher Mitchell, NB, 2 do; Charleston Packet, do do.

Smalten.

quarny, chartered by the Hudson's Bay Company, Sept 23, no lat, &c.

Aspinwall.—In port Oct 29 bark Alexina, Small, from N York 36 days, just arr; brig B Yong, Wooster, from Boston 33 days, just arr; brig B Yong, Wooster, from Boston 36 days, just arr; brig B Yong, Wooster, from Boston 36 days, just arr; brig B Yong, Wooster, from Boston 36 days, arr 20th, for Tabasec to load for Boston or New York, abt ready.

Bernwupa.—Arr Oct 26 brigs Penguin, Watlington, New York; 27th Tornado, M'Carty, do. Sid Sist brigs Jabes (Br), Yates, Baitimore; Quadruple (Br, Swan, N York; Ard), Laura, Carnor, Ass—Arr Cot 28 brig Relief, Havana; 39th barks Ranger, Masen, Portland; Escoriaus, N York; brig Laura, Ney 1 brig Edwin, Yates, Boston. Sid 28th brig Potosi, Portland.

GORAIVE—In port alou lote 2, acre I m Roscoe, show, from Boston are lith, diag. Sid lith, schr Mahomet, Hutchinson, do.

Havan—Arr Oct 28 brig R M Charlton, Leighton, Savanah; 29th, Gen Marshal, Colcord, Belfast; 20th, ship American, Seavy, Boston; barks Gen Green, Davidson, Nyork; Sist, I Casco, Collins, Portland; Nov I, Emma F Chase, Brown, do; 2d, brigs Napoleon, Davis, Santa Cruz; Win Moore, Eaton, Bangor; schrs G H Montague, Butler, NOrleans; Hornet, Gordon, Aspinwall.

Sid 28th bark Diligence, Young, Boston; brig I Cohen, York, Sierra Morena; 29th a 50th, ship Jane E Waish, York, Norleans; brigs Mary Elizabeth, McConnell, do; Josiah Jar, Spencer, Ortigoss; Grand Turk, Aldrich, Frovidence; Advalorem (Br), Boston; Nov I, bark Saranac, Bigley, Sacua; briz Adams Grey, Honry, NOrleans; schr Cleero, Daulby, Baltimore; 2d, bark Louiss, Lindsay, Philibelphia; schrahbott Devereux, Alchorn, Savannah; Zophyr, Gago, Charfaston.

Hoxolulu—Sid Sept 15 schr Gen Morgan, Way, San Francisco vis Kaavia.

Hoxolulu—Sid Sept 15 schr Gen Morgan, Way, San Francisco vis Kaavia.

Hoxolulu—Sid Oct 30 brig Naritiske, N York; 31st Havana (Br), Boston; Nov I, bark Union, Philiadephia.

Maranaca—Sid Oct 30 brig Naritiske, N York; 31st Havana (Br), Boston; Nov I, bark Union, Philiadephia.

Haracamo—No American vessel in port abi Oct 16.

Faince Farmrence Souyn (Sitka)—In port Sept 25 bark Palmetto, for China, Idg. Sid abt 25th, bark Mallory, Sandwich Islands.

Fort Au Prinor—Sid Oct 23 Br schr Fanny Maria, Wikland, Boston.

Sr Jaco—In port Oct 16 brig Fawn, Chase for Boston abt

Est. JOHN, NB-Arr Nov 7 new ship Windsor Forest, Graffam, Bath; bark Washington, Boysse, New York; brigs Gladiator, Salter, and Ashley, Ritchie, do, Cld 7th, ship White Star, Wright, Liverpool; schr Reindeer, Bisset, New York. York. SAN JUAN-In port abt Oct 31 bark Canada, for NYork, 4

TRINIAD—Sid Oct 23 bark Virginia, N. Nork; brig E. Drummond, do.

(PER STLAMBHIPS AMERICA AND ATLANTIC.)

ANTWERT—ART Oct 21 Uriel, Hoster, Akyab; 24th Solanum, Jacola, Charleston; 27th, Sartelle, Cole, New York; 29th Areadia, Jordan, de. Art below 28, and remained; 30th J. II. Ryerson, Latham, from New York.

Sid Jist Ashburton, Taylor, Cardiffand from Flushing 28th, Sartelle, Cole, New York.

Sid from Flushing 28th, Helcon, Gooding, New York.

Androsan.—Sid October 21 May, Pitman, Boston, Androsan.—Sid October 21 May, Pitman, Boston, Androsan, Lendholm, New York for Manilla.

Barcilona.—Art Oct 4, Francisco, Casanovas, Charleston and Mahon; 2th, Peptia, Roic, Mobile and do.; 10th, Princera de Cataluna, Sitges, New Orleans and Vigo; 11th, Buenaventura, Millet, New Orleans and Mahon.

Bellyaer Louch.—Put back Oct. 23, Standard, Ritchie, for Savannah, wind bound.

Bonsay—Sid Sept Ifth, Orisa, Sears, Caloutta.

Brissol—Art Oct 24 Lone Star, Boutelle, Norleans. Cid 26th, Henry Pratt, Emery, Liverpool. Sid 26th, Henry Nesmith, Blackington, Norleans; 27th, William, Dean, do; 20th, Mary Ann Feters, Brown, NYork.

Bondanaw—Art Oct 21 Rose Standish, Gale, Norleans. Sid 19th, Clara Windsor, Button, Nyork; Geo H Townsond, do; 20th, Sophia Charlotte, Lefgren, Charleston; 21st, Tartar, Forter, San Francisco.

Brass—Sid Oct 19 Oldenburg, Mencke, NYork; 20th, Auguste & Emma, Kohler, do; 22st, Erbyrins Friedrich Auguste. Auguste & Emma, Ronier, do; 22st, Eroprins Processo Au-guste, Wurthman, do. Bremernaver—Arr Oct 18 Sylphide, Jantson, NYork; Ceres, Muller, and Von Stein, Herboth, do; 24th, Hormann B. Hlagins; Gormania (s), Negradon, and Nautilus, Burje,

h Migrave, Williams, Rie Janeiro; 26th, Ocuateus Migrave, Williams, Portland:
Cowes—Arr Oct 21 Hermann (s), Higgins, New York, (and proceeded for Bremen); 22d, J. N. Hasard, Williams, St. Jago. Cabiz—Arr Oct 12 Charlotte Reed, Elwell, Antwerp. Sid lith Purchase, Rodney, Boston.
Calecutza—Arr Sept 9 National Eagle, Mathews, San Francisco. Cld 15th Venice, Brevoor, Philadelphia; Cato, Henry, Boston; 17th, Napoleon, Chatfield, do.
DEAL—Arr Oct 22 Australis, Macoduck, London for Liverpool, (and anobered); 26th, Arthur, Bullent, Norleans; 27th, Statesgnan, Watts, London, (and sid for New Orleans); 29th, Arburton, Taylor, Antwerp for Cardin, (and anobered); Arr 20th Brisels, Mosher, London for New Orleans; 21th, Arl 20th Brisels, Mosher, London for New Orleans; 20th, Arr 20th Brisels, Mosher, London for Sew Orleans; 20th, Sid 25th More Castle, Bishop, Cardin, (and up back 20th with loss of ancher and chain, jibboom, salis, and received damage to cutwater, haring been in contact, and proceeded same day to Ramsgate to repain; 27th, Northern Belle, New Orleans. Sid 20th More Castle, Bishop, Cardiff, (and put back 25th with loss of anchor and chain, jibboom, salls, and received damage to cutwater, having been in contact, and proceeded same day to Ramgake to repair); 27th, Northern Belle, Now Orleans.

Put back 25th Sharon, Brooks, for Charleston, Off the Liard 15th Gen Jacobi, from NYork for Bremen.

DENIA—Sid Oct 19 Jane, Benson, NYork.

ELBINORE—Arr Oct 22 Shara, Olsson, New York for Copunhages.

white Calcins Dennis, New Orleans, IT days, with most to Nifere & Son.

Mark Host (City, Silvewrood, Bull, 46 days, with coil and Jark [7] garanton. Welber, Marchalle, 25 days, with price of the Lance Sibth (and Jacob), from NYork for Remnes.

Bark Host (City, Silvewrood, Bull, 46 days, with coil and Jark [7] garanton. Welber, Marchalle, 25 days, with price of the Lance Sibth (and Jacob), from NYork for Remnes.

Bark Marin, Morten, Pranch, E. Reprint, San Tone, Cebe.

Bark Marin, Morten, Pranch, Sarnanh, 5 days, with coil and the control of the Lance Sibth (and Jacob), from Nyork of College.

Bark Marin, Morten, Pranch, Sarnanh, 5 days, with coils, dept.

Bark Marine, Allen, Charleston, 6 days, with coils, dept.

Bark Alman, Allen, Charleston, 6 days, with coils, dept.

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Bark Marine, both of Co.

Bark Marine, the College of the Sarnanh, 6 days, with coils and college of the Sarnanh, 6 days, with coils and

In the river outward bound, Underwinter, Mulliner, and Progress, Chase, for NYork; Gen Berry, Seavey, Apalachicole.

Cid 20th Lond Maidstone, White, Mebile.

LOSTON—Art Oct 20 Victoria, Champion, NYork; 22d, Geo Lew, Forsyth, Havana; John I. Dimmook, Lineoin, Tadousac; 24th, Margaret Evans, Warner, NYork; 22th, Gyavina, Sprague, Foe-chow-foo; 26th, Wm Frothingbam, Inblidge, Calcutta July 13; Wm D Sewall, Small, Isle Verte; Soth, Architect, Potter, Canton: Agnes, Soott, 88 Stephen; G B Lawar, Maybew, NYork; David Brown, Brewstor, Shanghae; Sist, State of Maine, Ford, Calcutta; Alexander, Baine, Riebmond.

Cla 20th Australia, Maceduck, Liverpool and NYork; Jas Drake, Jones, Newcastle and Havana; Sherwood, Haskell, Cardiff and San Francisco (and ald from Deal 22th); Cordelia, Bichop, Norleans via Cardiff (and anchored at Deal 23th); Thalatta, Barker, Norleans (and sid from Deal 25th); Caron, Dyott, Trinidad (and ald from Deal 25th); Thalatta, Barker, Norleans (and sid from Bell 25th); Caron, Dyott, Trinidad (and ald from Deal 27th); Plying Childers, White, Hong Kong: B Louis, Davis, Geleong; Tactis, Graham, San Francisco; Cochituate, Irving, Shields and New York; 25th, Rainbow, Gage, Boston; Aeme, Somervall, Mobile; 26th, Euroclyden, Stafford, Sydney, NSW (and slid from Gravssend 25th); Allan, Arthur, NOrleans (and ald Stafford Gravs Euroclyden, Stafford, Sydney, NSW (and slid from Deal); Premier, Ross, Callaq 27th, Faith, Leach, Philadelphis; President Filimers, Nelson, Nork, Britsle, Mosher, Norleans; Slat, Mearas, Drydail, Mobile; A B Kimball, Davis, Norleans; Slat, Medalica, Nobiason, Savannah.

Entd out 4th Phaeton, Spooner, Calcutte; 28th, Oregon, n. Dyeit, Trinidad (and sid from Deal 27th); 22d, Northern Bolle, Jenes, de (and sid from Deal 27th); 12d, Northern Bolle, Jenes, de (and sid from Deal 27th); 12jring Childers, White, Hong Kong; 81 Louis, Davis, Geelong; Thetis, Grahsm, San Francisco; Cochituate, Irving, Shields and New York; 25th, Rainbow, Gage, Boston; Aeme, Somervail, Mobile; 26th, Euroclydon, Stafford, Sydney, NSW (and sid from Gravesend 27th); Allan, Arthur, Norleans (and sid dist from Deal); Premier, Ross, Callacj 27th, Faith, Leach, Philadelphia; President Fillmore, Nelson, NYork, Briss, Macher, Norleans; Mirathich, Wyles, Savannah; Advance, Lecraw, Havre and Nyork; 25th, Mearns, Dryadal, Mobile; A B Kimball, Davis, Norleans; Jist, Medallon, Robiason, Savannah.

Entd out 24th Pineton, Spooner, Calcutts; 28th, Oregon, Potter, Norleans, Commer, do for Olyorto.

Incstons—Arr Oct 12 Crus III, Salgado, NYork; 13th Catherins, Cramer, do for Olyorto.

Incstons—Arr Oct 17 Constantino, Mursi, NYork; Prompt Rufus, Boston.

THE PERSON WINDSHIP STORESTONE

PORTLAND ROADS—AIT Oct 29 Cordella, Bishop, London for Cardiff.

QUERNSTOWN—AIT Oct 22 Florence, Dombey, Happeed, NYork; 254 Abie Wilson, Coward, Quebec.

Sid 19th Sacsura, Souper, Padstow (see Padstow); 224 (Supposed) Ben Nevis, Galveston.

ROTTERDAM—AIT to Oct 20 Habor, Johnson, NYork. 224 (Supposed) Ben Nevis, Galveston.

ROTTERDAM—AIT to Oct 20 Habor, Johnson, NYork. 224 (Suppes, NYork, Maria & Adriana, Van Dyn, Philadelphia.

ROURSTORT—AIT Oct 23 Windoor Castle, Mobile.

ROURSTORT—AIT Oct 25 Moore Castle, Bishop, London for Cardiff, with loss of anchor and chain, jib-boom and cails, and damage to cutwater, having been in collision.

STUPER, NSW—AIT July 29, Racer, Ainworth, London.

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STUPER, NSW—AIT Oct 26 Golden Era, Thorndike, Memel; Towards, Cardiner, Quobec; Alice Thompson, Lawson, Matantas; 38th, Cochitunte, Irvine, London. Sid 26th Dr Wintertottom, NYOrk. Entd out 28th Antoinette, for NYOrk; 18th.

(Sard), Gobusco, New York.

MARDLEHEAD-Sid Nov 9 Sarah Jane, Warren, New York.

NORFOLK—Ary Nov 9 schrs Fremone, Haker, NBedford; Arietis, Raker, and Emily, Hilliard, Loston. Uld ship Jea Guthrie, Chese, Mobile.

NEW LONDON—Arr Nov 10 steamer Shotuches, Geer, N York fer Norwich: schrs David Holt, Oberson, Virziniac, W W Brainerd, Clark, Philadelphia. Sid steamer Chas Oegood, Smith, New York.

NEW BEDFORD—Arr Nov 9 schr Montano, Albany. Sid schrs Dc. Riggins, Virginiac; Choctaw. Port Ewon; Ellon Rodman, NYork.

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NEW PORT—Sid Nov 10, 3½ AM, schr Lydia Gibbs (from Providence), Raitimore, and latiners, was all others. Went to san 9th, bark G W Hall (from Proxidence), for Charleston.

NANTUCKET—Sid Nov 9 schrs James, Small, Richmand; Alaric, Douglas, NYork.

EWBURYPORT—Sid Nov 9 schrs James, Small, Richmand; Alaric, Douglas, NYork.

FROVIDENCE—Aw Nyw 10 peopeller Petral, Jonea, NY Yerk; schry W m P Williams, Rogers, Charleston; Sea Gull, Hewland, Baltimore; Monte Christo, Thebr Sophia Godfrey, Williams, and Levir Clark, Vankirk, Philadelphia; Jane S Francis, Sydleman, and sloops Ornatura, Lawrence, Rosadout; Oregon, Burton, NYork.

Sid schrs Meese Gleunard, Birge, James River; Ew Farrington, Robinson, and Harrison Jones, Rogers, Rappahanock; J S Weilin, Smith, do; Polisty, Fowler, Nyork.

PORTLAND—Cld Nov 10 brig Matilda, Orr, Matanzas.

FILTMOUTH—Sid Nov 8 schr Matilda, Orr, Matanzas.

FILTMOUTH—Sid Nov 8 schr Matilda, Burgess, Atta-